

CLASSIFIED MESSAGE

0450Z 25 MAR 62

~~TOP SECRET~~

TO : DIRECTOR 25X1

FROM : [REDACTED]

ACTION: OPS (1-2-3-4-5-6-7)

INFO : S/C (8)

KEN

TOR: 0544Z 25 MARCH 1962

OPIM [REDACTED]

[REDACTED] PINSTRIPE

REF: [REDACTED] 007 (IN 32421)

1. TEST FLIGHT SCHEDULED 24/2200Z ABORTED. BAD INVERTER RELAY DISCOVERED AT ENGINE START. CANNABALIZED RELAY FROM INACTIVE CONTINUOUS IGNITION CIRCUIT.

2. LAUNCHED FLIGHT 25/0230Z. FLAMED OUT [REDACTED] PLUS 5 AT 510 DEG EGT WITH NO WARNING. PILOT MAINTAINED 530 DEG TO MINUS 15. REDUCED POWER TO MAINTAIN CONSTANT 510 DEG FROM MINUS 10 TO PLUS 5. CLIMB NORMAL EXCEPT SLIGHT ENGINE ROUGHNESS MINUS 7 TO MINUS 6. LANDED 25/0330Z. [REDACTED] DRIVER. [REDACTED] ASSIGN GM NUMBER.

3. FEEL NEXT STEP IS CHANGE FUEL CONTROL. NO PRESENT CAPABILITY [REDACTED] REQUIRE: FUEL CONTROL UNIT, GASKETS, O RINGS, TIE-DOWN PADS AND CABLES. P AND W REP TO TRIM ENG. SUGGEST HQ CHECK WITH P AND W REF RECENT FUEL CONTROL PROBLEM SIMILIAR THIS.

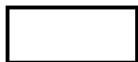
4. [REDACTED] RECEIVED ONLY 68 DRUMS FUEL ON C-124 FLIGHTS. HAVE 53 DRUMS PLUS 450 GALLONS IN AIRCRAFT REMAINING. OXYGEN REMAINING WILL SUPPORT 2 LONG SORTIES ONLY. LOCAL OXYGEN WILL SUPPORT TEST

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25X1

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008 (IN 32453)

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FLIGHTS. NO MOISTURE CHECKER AVAILABLE.

5. CONSIDER ARTICLE UNSAFE FOR FERRY. PLEASE ADVISE.

END OF MESSAGE

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25X1

DOCUMENT NO. _____
US EDITIONS REQUIRED ☒
CLASSIFICATION _____
CLASS. CHANGED BY _____
NEXT REVIEW DATE _____
AUTH: HR 70-2
DATE: 25/4/86 REVIEWER _____

